



DEPARTMENT OF THE NAVY

NAVAL AIR SYSTEMS COMMAND
NAVAL AIR SYSTEMS COMMAND HEADQUARTERS
WASHINGTON, DC 20367-0001

IN REPLY REFER TO

NAVAIRINST 3710.8B
AIR-42C
1 Nov 88

NAVAIR INSTRUCTION 3710.8B

From: Commander, Naval Air Systems Command

Subj: AUTHORITY FOR PERSONNEL TO PILOT OR FLY IN AIRCRAFT UNDER THE CONTROLLING CUSTODY OF NAVAIR, OTHER AIRCRAFT USED BY NAVAIR ACTIVITIES, AND PREACCEPTED AIRCRAFT

Ref: (a) OPNAVINST 3710.7M
(b) OPNAVINST 5442.2E
(c) NAVAIRINST 3710.1B

Encl: (1) Selected Directives
(2) Authorization for Flights in NAVAIR RDT&E Project, Temporary, Fleet Assist, and STF Aircraft
(3) Authorization for Flights in NAVAIR RDT&E Bailed and GFP Aircraft
(4) Authorization for Flights in Preaccepted Aircraft
(5) Authorization for Flights in FS Aircraft and other Aircraft for which NAVAVNDEPOT's are Reporting Custodian

1. Purpose. To establish policy and procedures for authorizing personnel to pilot or fly in aircraft in the controlling custody of the Naval Air Systems Command (NAVAIR); other aircraft temporarily used for NAVAIR research, development, test and evaluation (RDT&E); aircraft in the physical custody of naval aviation depots (NAVAVNDEPOT's); aircraft at commercial rework facilities and aircraft being procured under Navy contract that have not been accepted by the Government.

2. Cancellation. This instruction supersedes NAVAIR Instruction 3710.8A of 24 February 1976. Since this is a major revision, changes have not been indicated.

3. Definitions

a. Bailed Aircraft and Government Furnished Property. Aircraft provided to a non-Navy organization for RDT&E, production, or other contractual requirements.

b. Contract Administration Office (CAO). The office designated to perform contract administration functions. Whenever possible, the reporting custodian responsibilities for bailed RDT&E aircraft are assigned to the CAO. The CAO may be a naval plant representative office, United States (U.S.) Air Force

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plant representative office, defense contract administration service office, or U.S. Army plant representative office.

c. Controlling Custodian. An aircraft accounting term applied to NAVAIR and other commands which exercise administrative control of assignment, employment, and logistic support of aircraft as specified by the Chief of Naval Operations (CNO).

d. Fly In. To participate in a flight as a crewmember passenger, airborne technician, or any other capacity other than as pilot or copilot.

e. Fleet Assist Aircraft. Aircraft remaining in the controlling custody of other commands and used by NAVAIR activities for short periods of time for RDT&E purposes.

f. Fleet Support (FS). Aircraft in reporting custody of such activities as NAVAVNDEPOT's; Aerospace and Maintenance Regeneration Center, Davis Monthan Air Force Base; and CAO's. This category includes nonoperational aircraft, aircraft at commercial rework facilities and NAVAVNDEPOT's, new aircraft accepted by CAO's, aircraft on loan to non-Navy reporting custodians beyond the purview of RDT&E requirements and aircraft assigned to aero clubs.

g. Loaned Aircraft. Navy aircraft provided to non-Navy organizations for non-Navy purposes and non-Navy aircraft used by the Navy. A loan agreement or lease is normally required to cover the loan period.

h. Orientation and Indoctrination Flights. A continuous flight performed within the local flying area and terminating at the point of origin carrying selected passengers for one of the following purposes:

(1) To familiarize them with the aircraft, its operation, capabilities, requirements, limitations, and concept of employment.

(2) To familiarize them with a base complex from the air for official purposes other than merely sightseeing or engineering good will.

(3) For evaluation of navigation facilities and air traffic control procedures which directly affect operations at naval air activities.

i. Pilot and Copilot. To participate in a flight by active control of the aircraft or by assisting the person who is exercising principle active control of a multipiloted aircraft and to be positioned with access to and be immediately ready to operate the flight controls. When individual Naval Air Training and

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Operating Procedures Standardization (NATOPS) manuals, reference (a), or specific waivers allow deviation or do not require a copilot, requests for authority to embark personnel in these aircraft and to occupy the copilot seat will be requests for authority to fly in.

j. Preaccepted Aircraft. Aircraft which have not been accepted (form DD 250, Material Inspection and Receiving Report, has not been signed) by the Government, but for which the Government has assumed ground and flight risk.

k. RDT&E Project Aircraft. Aircraft in NAVAIR RDT&E controlling custody which are in the reporting custody of NAVAIR or Director of Navy Laboratories (DNL) field activities for RDT&E purposes. This category includes both prototype and production aircraft.

l. Reporting Custodian. The command or activity that has been assigned responsibility for aircraft by the controlling custodian.

m. Station Flying Aircraft (STF). Aircraft in the reporting custody of NAVAIR or DNL field activities for logistics, utilities and related functions.

n. Temporarily Assigned Aircraft. Aircraft transferred from other controlling custodians or from one reporting custodian to another for a specific purpose and usually for a specified period of time.

o. Very Important Persons (VIP's). For purposes of this instruction, VIP's are defined as:

(1) Military persons of general or flag rank (foreign or U.S.).

(2) Prominent civilian personages of equivalent status such as diplomats, cabinet members, members of Congress, elected state officials, and recognized leaders of industry.

(3) All other persons (military and civilian, foreign and U.S.) who may be designated by Naval Air Systems Command Headquarters (NAVAIRHQ) assistant commanders or higher as VIP's because of their mission or position.

4. Background

Reference (a) states naval aircraft will not be flown for any purposes unless authorized by the reporting custodian or other commander exercising operational control over the aircraft concerned. It further requires that all such flights will comply with NATOPS operating procedures and flight limitations or, where

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none exist, those operating procedures and flight limitations established by appropriate commands. Reference (a) also ensures that adequate operating procedures and flight restrictions are published by NAVAIR where NATOPS does not yet exist for the aircraft and safe performance of the intended mission is possible with a special flight envelope. NAVAIRHQ, Air Vehicle Division (AIR-530) will establish suitable operating procedures and flight limitations when necessary. Reference (b) designates NAVAIR as the controlling custodian for the following categories of aircraft:

a. NAVAIR RDT&E includes both RDT&E project aircraft as well as aircraft assigned to non-naval organizations on bailment or provided as government furnished property (GFP).

b. NAVAIR STF.

c. NAVAIR FS.

d. NAVAIR loan or lease aircraft. Includes aircraft on loan to other Department of Defense (DoD) and non-DoD activities for non-Navy purposes.

5. Scope. This instruction:

a. Provides, in one directive, the procedures to be followed in requesting authorization for persons to either pilot or fly in aircraft for which NAVAIR is controlling custodian and other aircraft for which NAVAIR exercises control. Enclosure (1) provides a list of directives that give guidance concerning flight authorizations.

b. Assigns the responsibility to NAVAIR for authorizations of civilian employees of DoD and contractors to DoD to perform crew duties in NAVAIR aircraft.

c. Applies to the following categories of aircraft:

(1) All aircraft for which NAVAIR is the controlling custodian, including NAVAIR RDT&E aircraft, NAVAIR bailed aircraft, NAVAIR STF aircraft, and NAVAIR FS custody aircraft, except NAVAIR aircraft in an inactive status that are on loan to non-Navy organizations or flying clubs (status code U). Aircraft on loan to the Navy, in the physical control of NAVAVNDEPOT's and commercial rework activities, and accepted into the Navy aircraft accounting system are included within the provisions of this instruction.

(2) Temporarily assigned aircraft and fleet assist aircraft as defined in paragraph 3 of this instruction.

(3) Preaccepted aircraft, including advanced prototypes (provisional acceptance) as well as production aircraft.

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d. Applies to all persons who pilot or copilot aircraft within the scope of this instruction or fly in these aircraft as crew members, passengers, or in any other capacity. For the purposes of this instruction, persons are considered in the following categories:

(1) U.S. military, less VIP's.

(2) U.S. civilian, less VIP's.

(3) U.S. VIP's.

(4) Foreign national (military and civilian, including foreign national VIP's).

e. Applies to all types of flights except aircraft ferry service flights.

6. Approval Authority Policy

a. The specific approval authority for each category of aircraft is given in enclosures (2) through (5). Each enclosure includes a reference chart annotated with paragraph numbers.

b. The authorizations permitted by this instruction are not intended to cancel or supersede any restrictions imposed by CNO or other competent authority. Personnel authorized to pilot or fly in NAVAIR aircraft must meet current Naval Aviation Water Survival Training Program (NAWSTP) and Naval Aviation Physiology Training Program (NAPTP) requirements and be physically and professionally qualified per reference (a).

c. To ensure efficient use of aircraft, aircrew and others aboard aircraft will normally be restricted to those individuals who contribute directly to and are necessary for the accomplishment of the reporting custodian's mission. The unique configuration and mission of NAVAIR aircraft normally make them unsuitable for orientation or indoctrination flights.

d. Flights in aircraft equipped with ejection seat emergency egress systems or personal oxygen systems which are used for primary life support require a current certificate of completion of NAWSTP and NAPTP. Waivers to this requirement for passengers participating in orientation and indoctrination flights will, in general, not be granted. In the most unusual of circumstances, requests for waivers will be referred to NAVAIRHQ Assistant Commander for Fleet Support and Field Activity Management (AIR-04) for resolution.

e. Authority to pilot or fly in a bailed or preaccepted aircraft is subject to contractor concurrence. Reference (c) gives specific instructions related to contractor's flight operations.

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f. The Vice Commander (AIR-09), NAVAIRHQ, is the approving authority for personnel to pilot or fly in aircraft for designated periods of Navy development testing (DT) flights. Personnel participating in such DT flights will be designated by the Commander, Naval Air Test Center. Such flights are subject to contractual and applicable specification requirements. Flights by nontest personnel in new model aircraft prior to completion of Board of Inspection and Survey Trials will be authorized only by the CNO sponsor.

g. Flights in new model aircraft, which do not have approved fleet operating limits, by personnel other than approved contractor flight crews will be performed in compliance with specific operating limitations issued by NAVAIRHQ (AIR 530).

h. Authorizations for individuals to pilot or fly in aircraft are valid for a 1-year period.

7. Requests for Flight Authorizations

a. Requests for individuals to pilot or fly in aircraft within the scope of this instruction should be made in a timely manner to the appropriate authority as specified in enclosures (2) through (5) and should include the following information:

(1) Name and identification of individuals.

(2) Reason for request.

(3) Copy of duty in a flying status not involving flying (DIFDEN) waiver when required. Flying by individuals in DIFDEN status may on occasion be required to perform operational flying on a temporary basis in order to accomplish specific tasks. CNO approval is required for individuals to perform aircrew duties in a DIFDEN status. Waiver requests must be forwarded via the chain of command to CNO (OP-59) or Commandant Marine Corps (code ASA) following reference (a).

(4) Number of flights and flight hours.

(5) Inclusive dates of flights.

(6) Statement concerning individual's qualifications, when appropriate (e.g., NATOPS and flight physiological qualifications).

b. Requests should be in writing with information copies to appropriate activities.

c. Message requests will be made to COMNAVAIRSYSCOM Washington DC for NAVAIRHQ, Navy Ranges and Field Activity Resources Management Division, (AIR-421) as AIR-04's agent, other appropriate codes, CNO as appropriate, and Chief of Legislative Affairs (OLA) when required.

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8. Action

a. Heads of NAVAIR activities having reporting custody, and government flight representatives (GFR) will ensure that all personnel piloting or flying in aircraft within the scope of this instruction are approved per this instruction and are fully qualified following references (a) or (c) as appropriate.

b. NAVAIRHQ (AIR-04) will act as approving and coordinating authority for applicable cases in enclosures (2) through (5).



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SELECTED DIRECTIVES

1. OPNAVINST 3710.7M, Promulgation of NATOPS General Flight and Operating Instructions. This instruction gives policy concerning use of aircraft, lists personnel authorized to pilot naval aircraft, policy concerning orientation and indoctrination flights, flight rules, pilot and crewmen qualification requirements, physiological training requirements, and regulations relating to flight demonstrations and static exhibits.
2. OPNAVINST 5442.2E, Aircraft Inventory Reporting System (AIRS). This directive promulgates instructions for reporting information relating to the inventory, logistics, readiness, and use of naval aircraft and specifies aircraft custody and accountability procedures.
3. OPNAVINST 4630.25B (promulgates DoD Regulation 4515.13 of January 1980), Air Transportation Eligibility. This directive prescribes policies for transportation by DoD owned and controlled aircraft. It also prescribes reimbursement for use of such transportation, eligibility for movement of space required passengers, and cargo and categories of passengers eligible for space available transportation and conditions governing their travel.
4. NAVAIRINST 3710.1B (Joint Service), Contractor's Flight Operations. This instruction establishes procedures for contractor's flight operations and gives qualification requirements.
5. Military Specification, MIL-D-8708, Demonstration Requirements for Airplanes. This specification covers the requirements for demonstration of aircraft and NPE's.
6. Military Specification, MIL-D-23222, Demonstration Requirements for Rotary Wing Aircraft.

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Encl (1)

AUTHORIZATION FOR FLIGHTS IN NAVAIR
RDT&E PROJECT, TEMPORARY, FLEET ASSIST, AND STF AIRCRAFT

1. Flight by U.S. Military Personnel (except VIP's)

a. Personnel attached to the reporting custodian's activity may be authorized to pilot or fly in these aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody.

b. Personnel not attached to the reporting custodian's activity may be authorized by the commander, commanding officer, or officer-in-charge of the activity having reporting custody to pilot or fly in aircraft when needed to accomplish RDT&E projects and other tasks (e.g. NATOPS checks) assigned to the reporting custodian. NAVAIRHQ (AIR-04) is the approving authority for orientation and indoctrination flights by military not assigned to the reporting custodian's activity. The reporting custodian may authorize transportation for military personnel in suitable multiengine aircraft having a passenger carrying capability on a space-available basis following the provisions of OPNAV Instruction 4630.25B.

c. As an exception to the above provisions, when RDT&E and STF aircraft are at a military or civilian depot facility for repair, the commanding officer of the facility (or cognizant (GFR) in the case of civilian facilities) is the approving authority for military personnel to pilot or fly in these aircraft.

2. Flights by U.S. Civilian Personnel (except VIP's)

a. Personnel permanently employed in a flight status by the reporting custodian may be authorized to pilot or fly in these aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody.

b. Other civilian personnel may be authorized to pilot or fly in these aircraft as follows:

(1) Civilian aircraft pilots who are employed in a flight status by agencies or departments of, or contractors to, the U.S. Government (other than the reporting custodian) may be authorized by NAVAIRHQ (AIR-04) to pilot these aircraft.

(2) NAVAIRHQ (AIR-09) is the approving authority for other U.S. civilians to pilot these aircraft.

(3) Civilian employees of the DoD, other government agencies, technical advisors, and contractors to the DoD may be authorized embarkation by the commander, commanding officer or officer-in-charge of the activity for the purpose of performing a

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crew duty such as operating installed equipment or observing aircraft or crew performance when required in connection with assigned duties or contractual responsibilities. Reference (a) outlines physiological training required for individuals classified as selected passengers or project specialists. Point-to-point transportation in passenger type aircraft of personnel eligible for such transportation under OPNAV Instruction 4630.25B may be approved, if cost effective, by the local activity.

(4) NAVAIRHQ (AIR-04) is the approving authority for orientation and indoctrination flights for DoD civilians and civilians listed, less VIP's, in reference (a), paragraph 310.

3. Flights by U.S. VIP's

a. Orientation and indoctrination flights for members of Congress or their staffs require prior approval from OLA and NAVAIRHQ (AIR-09).

b. NAVAIRHQ (AIR-09) is the approving authority for all other DoD VIP flights in these aircraft.

4. Flights by Foreign Nationals (Military, Civilian, and VIP's). Subject to security provisions in existing directives, physically and professionally qualified personnel of foreign nations may be authorized to pilot or fly in aircraft as follows:

a. The reporting custodian may authorize permanently assigned exchange personnel to pilot or fly in these aircraft.

b. Except as indicated in paragraph 4a above, foreign pilots must be accompanied by a U.S. pilot in command, the latter will exercise all responsibility of command. Request for such operations will be submitted to CNO (OP-591).

c. NAVAIRHQ (AIR-09) is the approving authority for orientation and indoctrination flights outlined in reference (a), paragraph 310.

5. Synopsis. A synopsis of the above paragraphs is presented as enclosure (2), appendix A.

APPROVAL AUTHORITY FOR FLIGHTS IN RDT&E PROJECT, TEMPORARY,
FLEET ASSIST AND STF AIRCRAFT

Type of Personnel	Type of Flight	RDT&E project flights and other flights to accomplish tasks assigned to the reporting custodian	Orientation, indoctrination and other flights
Military persons assigned to reporting custodian to pilot or fly in		Reporting Custodian 1a	Reporting Custodian 1a
Military persons not assigned to reporting custodian to pilot or fly in		Reporting Custodian 1b	AIR-04 1b
Civilian personnel permanently employed in flight status by reporting custodians to pilot or fly in		Reporting Custodian 2a	Reporting Custodian 2a
Other civilian personnel to pilot		AIR-09 or AIR-04 2b(1) 2b(2)	AIR-09 or AIR-04 2b(1) 2b(2)
Other civilian personnel to fly in		AIR-04 or Reporting Custodian 2b(3)	AIR-04 2b(4)
U.S. VIP's to pilot or fly in		OLA and AIR-09 3a 3b	OLA, CNO or AIR-09 3a 3b
Foreign nationals to pilot		CNO, AIR-09 or Reporting Custodian 4a 4b	AIR-09 4b 4c
Foreign nationals to fly in		CNO, AIR-09 or Reporting Custodian 4b 4c	CNO, AIR-09 or Reporting Custodian 4b 4c

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AUTHORIZATION FOR FLIGHTS IN NAVAIR
RDT&E BAILED AND GFP AIRCRAFT

1. Flights by U.S. Military Personnel (except VIP's)

a. Personnel attached to the reporting custodian's activity may be authorized to pilot or fly in bailed aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody.

b. Personnel not attached to the reporting custodian's activity may, when the flight is required by contract, be authorized to pilot or fly in these aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody. NAVAIRHQ (AIR-04) is the approving authority for all other flights in bailed and GFP aircraft by military personnel not permanently attached to the reporting custodian's activity.

c. As an exception to the above, when these aircraft are at a military or civilian depot facility for repair, the commanding officer of the facility (or cognizant GFR in the case of civilian facilities) is the approving authority for military personnel to pilot or fly in these aircraft on functional checkflights, post-depot level maintenance acceptance flights and 10-day reflights.

2. Flights by U.S. Civilian Personnel (except VIP's)

a. Personnel permanently employed in a flight status by the reporting custodian's activity may be authorized to pilot or fly in bailed and GFP aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody.

b. Other civilian personnel may be authorized to pilot or fly in bailed and GFP aircraft as follows:

(1) When required by contract between the contractor and the Government, these personnel may be authorized to pilot or fly in bailed aircraft by the commander, commanding officer, or officer-in-charge of the activity having reporting custody.

(2) Employees of DoD and of government contractors may be authorized by the reporting custodian to fly in these aircraft on official business in support of tasks assigned to the contractor by DoD contract.

(3) U.S. civilian aircraft pilots who are employed in a flight status by a government agency (other than the reporting custodian) or employed by a contractor to the Government may, in cases required by contract, be authorized by NAVAIRHQ (AIR-04) to pilot aircraft.

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3. Flights by U.S. VIP's

a. Orientation and indoctrination flights for members of Congress or their staffs require prior approval of the OLA and AIR-09.

b. NAVAIRHQ (AIR-09) is the approving authority for all other DoD VIP flights in these aircraft.

4. Flights by Foreign Nationals (Military, Civilian, and VIP's). Subject to security provisions in existing directives, physically and professionally qualified personnel of foreign nations may be authorized to pilot aircraft as follows:

a. The reporting custodian may authorize permanently assigned exchange personnel to pilot these aircraft.

b. Except as indicated in the preceding paragraph, foreign pilots must be accompanied by a U.S. pilot in command, the latter will exercise responsibility of command. Request for such operations will be submitted to CNO (OP-591).

c. NAVAIRHQ (AIR-09) is the approving authority for orientation and indoctrination flights outlined in reference (a), paragraph 310.

5. Synopsis. A synopsis of the above paragraphs is presented as enclosure (3), appendix A.

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APPROVING AUTHORITY FOR FLIGHTS IN BAILED AIRCRAFT AND AIRCRAFT
PROVIDED AS GFP

Type of Personnel	Type of Flight	All flights required by contract	All other flights
Military personnel permanently assigned to the reporting custodian to pilot or fly in		GFR/contact administration officer 1a	Reporting Custodian 1a
Military personnel not permanently assigned to reporting custodian to pilot or fly in		Reporting Custodian 1b	AIR-04 1b
Civilian personnel permanently employed in flight status by the reporting custodian to pilot or fly in		Reporting Custodian 2a	Reporting Custodian 2a
Other civilian personnel to pilot		AIR-09, AIR-04 or Reporting Custodian 2b	AIR-09, AIR-04 or Reporting Custodian 2b
Other civilian personnel to fly in		AIR-04 or Reporting Custodian 2b	AIR-04 or Reporting Custodian 2b
U.S. VIP's to pilot or fly in		not applicable	OLA and AIR-09 3a 3b
Foreign nationals to pilot		Reporting Custodian 4a	CNO or AIR-09 4b 4c
Foreign nationals to fly in		Reporting Custodian 4a	CNO or AIR-09 4b 4c

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AUTHORIZATION FOR FLIGHTS IN PREACCEPTED AIRCRAFT

1. The commander or comparable individual of a CAO having administrative responsibility for a contractor facility owning preaccepted aircraft may authorize persons to pilot or fly in these aircraft when the flight is required by contract.
2. NAVAIRHQ (AIR-04) is approval authority of the following categories of persons to pilot or fly in these aircraft when not required by contract:
 - a. U.S. military personnel (except VIP's).
 - b. U.S. civilian personnel, who are or are not employed in a flight status by a government activity or by a contractor to the Government, to pilot.
 - c. U.S. civilian personnel to fly in.
3. NAVAIRHQ (AIR-09) is the approval authority for the following categories of persons to pilot or fly in these aircraft:
 - a. U.S. military VIP's.
 - b. Foreign nationals to fly in.
4. NAVAIRHQ (AIR-09) is the approval authority for the following categories of persons to pilot or fly in these aircraft: members of Congress or their staffs. (Prior OLA approval required).
5. CNO (OP-591) is the approval authority for foreign nationals to pilot (except when authorized by the cognizant CAO, and approved by the appropriate GFR, for flights required by contract per paragraph 1 above).
6. Normally these aircraft are not used for indoctrination or orientation flights. Under unusual circumstances requests will be forwarded to NAVAIRHQ Deputy Assistant Commander for Navy Ranges and Field Activity Management (AIR-42) for approval or coordination with CNO.
7. Synopsis. A synopsis of the above paragraphs is presented as enclosure (4), appendix A.

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AUTHORITY FOR FLIGHTS IN PREACCEPTED AIRCRAFT

Type of Personnel	Flights Required by Contract	Other Flights
U.S. or Foreign Military Permanently Assigned to the CAO to pilot and fly in	CAO 1	CAO 1
U.S. Military not Permanently Assigned to the Reporting Custodian	CAO 1	AIR-04 2a
U.S. Civilian Personnel Employed in a Flight Status by the Contractor to Pilot and fly in U.S. Civilian Pilots, U.S. Civilian Personnel	CAO 1	AIR-04 2b
U.S. Military VIP's Foreign Nationals to fly in	AIR-09 3	AIR-09 3
Members of Congress, Foreign Military to Pilot	OLA and CNO 4, 5	OLA and CNO 4, 5

AUTHORIZATION FOR FLIGHTS IN FS AIRCRAFT AND OTHER AIRCRAFT
FOR WHICH NAVAVNDEPOT'S ARE REPORTING CUSTODIAN

1. NAVAIRHQ (AIR-43), who acts as controlling custodian of aircraft in FS custody, is not chartered as an operator of aircraft in a flying status. Generally, FS and other aircraft for which NAVAVNDEPOT's are reporting custodian are not flown for any reason except:

- a. Functional checkflights.
- b. Acceptance flights.
- c. Ten-day reflights as required.
- d. NATOPS training and checkflights for designated functional checkflight crews.

2. All flights noted will be restricted to an area appropriately defined by the commander, commanding officer or officer-in-charge of the activity having reporting custody of the aircraft and flown only for the direct accomplishment of the assigned mission and task or contractual requirements.

3. Flight personnel (U.S. military and civilian) may be authorized by the reporting custodian as required by contract to pilot or fly in the following:

- a. New production aircraft acceptance flights and 10-day reflights.

- b. Aircraft at commercial depot facilities for functional checkflights, post-repair acceptance flights, and 10-day reflights.

4. Military personnel and those civilian personnel permanently employed in a flight status by the reporting custodian, may be authorized by the commander or commanding officer of the activity having reporting custody to pilot or fly in aircraft at military depot facilities for functional checkflights, post-repair acceptance flights, 10-day reflights and NATOPS flights.

5. Normally these aircraft are not used for indoctrination or orientation flights. Under unusual circumstances requests will be forwarded to NAVAIRHQ (AIR-42) for approval or coordination with CNO.

6. Synopsis. A synopsis of the above paragraphs is presented as enclosure (5), appendix (A).

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AUTHORIZATION FOR FLIGHTS IN FS AND OTHER AIRCRAFT
FOR WHICH NAVAVNDEPOT'S ARE REPORTING CUSTODIAN

	New Production After Acceptance	Aircraft at Commercial Depot Facility	Aircraft at Military Depot Facility
Type of Flight	Ten-day Reflight	Functional Checkflights Post-Repair Acceptance Flights, and 10 day Reflights NATOPS flts	Functional Checkflights Post-Repair Acceptance Flights, and 10 day Reflights NATOPS flts
Type of Personnel			
Military Personnel Permanently Assigned to pilot and fly in	Reporting Custodian as per Contract 3a	Reporting Custodian as per Contract 3b	Reporting Custodian 4
Civilian Personnel Permanently Employed in flight status to pilot or fly in	Reporting Custodian as per Contract 3a	Reporting Custodian as per Contract 3b	Reporting Custodian as per Contract 4

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